

SERB KING BEGINS REBUILDING ARMY

New Divisions Being Organized and Equipped at Salonica.

TEUTONS IN HITCH WITH BULGARIANS

Sofia Objects to Invading Greece Without Fresh Compensation.

Paris, Jan. 4.—King Peter of Serbia, who is stopping at the Serbian Consulate in Salonica, is expected to preside over the reorganization of the Serbian army, according to a Havas dispatch from Salonica dated January 2. The army is gradually being assembled at Salonica, according to the dispatch. Sofia objects to the invasion of Greece without fresh compensation. King Peter, adds the dispatch, will address a rescript to the Serbians in favor of a sacred union for the liberation of invaded Serbian territory. Whether he will visit Athens will depend on political and military developments.

It is reported that King Nicholas of Montenegro also will come to Salonica. The Allied military authorities continue to arrest all persons suspected of espionage.

The destruction of strategic lines of a total length of 100 kilometers has been begun in the fortified region along the front.

A Beret, Albanian, telegram states that the executive committee had passed a resolution unanimously protesting against conscription.

"I know what I am saying," he added. "Unless the politicians of this country are careful, they will stop the South Wales coal fields and there will be no coal for the navy."

Announcement was made in the House of Commons to-day of the resignation of Sir John Simon, Secretary of State for Home Affairs.

The resignation of Sir John Simon had been forecasted in press dispatches and the formal announcement made to-day was generally expected. The Home Secretary was not in agreement with the decision regarding the conscription question reached by the cabinet, and his retirement was due to this divergence of opinion.

McKenna Now Doubtful.

With the resignation of Sir John it again becomes evident that the cabinet crisis is far from ended. The Premier did his utmost to induce Sir John to remain in the cabinet, but without avail.

The position of Reginald McKenna, Chancellor of the Exchequer, and Walter Runciman, president of the Board of Trade, is still undecided. They are making the acceptance of the conscription bill conditional upon securing a concession of their views on the eventual size of the army.

In this matter Premier Asquith is in an embarrassing position. He is strongly inclined to the outside not to yield this point, and it is believed that a majority in the cabinet itself is against his views.

"The Morning Post" expresses the belief that Premier Asquith has been able to give Mr. McKenna and Mr. Runciman assurances that measures can and will be taken to insure that a sufficient number of men will be left to carry on the manufacture of munitions, but all trades vital to the interest of the country. "The Post," although a conservative paper, attaches importance to the retaining of these two Ministers in the cabinet.

"The Daily Chronicle" says that the new bill will contain a clause safeguarding the navy from the danger of the bill sweeping all efficient men into the army, and estimates that when all allowances are made for unit men and those required for the manufacture of munitions and for other necessary services, the new bill will bring only 50,000 men into the army.

Supporting amendments suggested by the Amalgamated Society of Engineers to the munitions bill in the House of Commons to-day, David Lloyd George, Minister of Munitions, characterized this act as the only alternative to military discipline.

"The alleged labor revolt," he said, "is far more a revolt against the official leaders of trade unionism than against the government. For months on the Clyde, for instance, there has been a strong syndicalist movement trying to overthrow the official leaders of trade unionism."

"The difficulty of the ministry of munitions on the Clyde arose from the fact that there is a powerful organization working with great skill to overthrow the responsible leaders of organized labor there. This movement does not represent a majority of labor; it consists only of a powerful minority."

Wednesday's sitting of Parliament will be of exceeding interest. Besides Premier Asquith's statement, Sir John Simon will make a brief address, explaining his position. He has already taken formal farewell of his departmental chiefs. The names of Lewis Harcourt, First Commissioner of Works, and Herbert Samuel, Chancellor of the Duchy of Lancaster, are mentioned among his possible successors at the Home Office.

BERLIN TRADE AT LOW MARK

Exports to U. S. One-sixth of What They Were Last Year.

Berlin, Jan. 4.—Exports from the consular district of Berlin to the United States in the fourth quarter of 1915 amounted to \$628,587, compared with \$3,600,235 in the corresponding period of 1914. Exports to the Philippines were \$143, compared with \$19,882. Total exports to the United States in 1915 were \$4,377,843, as against \$16,250,291 in 1914; to the Philippines, \$29,266, compared with \$20,165.

PLANS REVOLT AGAINST WAR

Boek White Thinks His Peace Scheme Better than Henry Ford's.

Henry Ford's scheme for getting the soldiers out of the trenches has not nearly the magnitude of the plan Boek White will submit to the Congressional Military Club, 200 Fifth Avenue, on next Monday. The pastor of the Church of the Social Revolution

VERBOTEN' LINES ARGONAUTS' PATH

Member Calls Outdoor Life Chief Cause, Not War.

London, Dec. 24.—The unprecedented spectacle of some of the most famous clubs in London actually advertising in the newspapers for members is one of the results of less than a year and a half of war. Clubs on Pall Mall and Piccadilly that for years have had waiting lists so long that members rushed around to enter their sons' names immediately after the christening have abolished entrance fees and are clamoring for candidates.

One well known clubman writes to his morning paper: "Most of us realize that no inducements that we can offer will fill the clubs again, even after the war. That insupportable visitation of Providence, the epidemic of golf, has already decimated club attendances and club finances. Motoring completed the havoc. The sombre and sober glories of the 'best clubs' had ceased to thrill a new, more active and more exacting generation."

"Thus many a club member has seized the excuse of the war to hand in a resignation that was timely pondered for years."

"Many of the most imposing and exclusive clubs are elderly, dowdy and degenerate relics of a time that has gone. It is sad to think that the clubs, when they are smaller and narrower, when men and women shared neither comradeship nor common interests. They are sad memories of a British epoch when wives sat dully at home in harems built for one and husbands sat even more dully in monasteries built for a thousand."

The expedition leaders are angry, and Mme. Schwimmer said: "Yes, I have seen the story. It is just as true as all the stories sent from the Oscar II." Frederick Holt said: "It is absolutely impossible that Ford said any such thing. It is contrary to all his basic ideas."

The sudden permission accorded the Ford Peace Expedition to go through Germany is due to the concerted action of the Danish Admiral Richeieu, the German Minister, Count Rantzau, and his secretary, Prince Wittgenstein.

United States Minister Egan to-day said: "The credit goes to Admiral Richeieu. I am glad so many Americans will avoid a dangerous voyage."

The steamship company refuses the option money, saying to use it for peace.

Admiral Richeieu said to-day: "I do not believe the party will have trouble crossing Germany. The expedition is grandly conceived. I hope it hastens peace."

The German Consulate is to devote the next three days to visiting the pilgrims' passports. The expedition administration to-day warns pilgrims that they will not be held for any reason by the German authorities.

"Any person failing to comply with the rules regarding the ban on writing, printing, pictures, cameras and field glasses will be left behind, to be dealt with in the manner customary in such cases."

The Germans also will retain any gold, giving German paper money in exchange. Mr. Plantiff, who is Mr. Lindsey's partner, checked those who desired return of passage money when he said to-day that all must take ship at Rotterdam or pay their own way.

The pilgrims will give a brilliant banquet to the Danes to-night. Parliament members being among the guests. A letter will be read from the Swedish minister, Ellen Key, regretting her inability to join the party. Dr. Akeid is well again and has rejoined the party. A royal special train examined the party to prevent the spread of influenza.

Organ Peals Welcome in New Ford Mansion

(By Telegraph to The Tribune.)

Detroit, Jan. 4.—"Keep on watching the peace party," were Henry Ford's first words to Detroiters upon his arrival in Dearborn from New York Tuesday.

He seemed somewhat thinner than usual, but his eyes were clear, and he was apparently in the best of spirits.

Influenced, which caught him while on his peace pilgrimage, had not affected his ardor for the cause to judge from his first statement on returning home.

"I am going to sit back and watch the peace party for awhile," said Mr. Ford. "They are still on their way and they will accomplish something before they get through. So you just keep right on watching closely."

"I returned not on account of my illness alone, but because it was according to the schedule I had arranged. I probably would have come back, even if I hadn't been sick."

"Some reports have had you pretty much discouraged about your peace work in Europe," it was suggested to him.

"Yes, reports have had me nearly dead, too. I am not at all discouraged about the work of the peace party. They are getting along all right. There have been no rows aboard the ship, and Mme. Schwimmer is getting along very nicely."

"I can't say now just what plans I have to fight preparedness here."

The party left the train at Dearborn. Mrs. Ford and her son Edsel went at once to the new building for several weeks taking formal farewell of his departmental chiefs. The names of Lewis Harcourt, First Commissioner of Works, and Herbert Samuel, Chancellor of the Duchy of Lancaster, are mentioned among his possible successors at the Home Office.

SEES END OF LONDON CLUBS

Member Calls Outdoor Life Chief Cause, Not War.

London, Dec. 24.—The unprecedented spectacle of some of the most famous clubs in London actually advertising in the newspapers for members is one of the results of less than a year and a half of war. Clubs on Pall Mall and Piccadilly that for years have had waiting lists so long that members rushed around to enter their sons' names immediately after the christening have abolished entrance fees and are clamoring for candidates.

One well known clubman writes to his morning paper: "Most of us realize that no inducements that we can offer will fill the clubs again, even after the war. That insupportable visitation of Providence, the epidemic of golf, has already decimated club attendances and club finances. Motoring completed the havoc. The sombre and sober glories of the 'best clubs' had ceased to thrill a new, more active and more exacting generation."

"Thus many a club member has seized the excuse of the war to hand in a resignation that was timely pondered for years."

ROADS THREATEN TO BOYCOTT SHIPS

Several Steamship Lines Irritate Railway Chiefs by Freight Delay.

EUROPEAN CARRIERS OVERCONTRACT SPACE

Embargo Less Stringent as Congestion Here Is Somewhat Relieved.

That certain steamship lines operating between New York and European ports are in danger of boycott by the United States was the effect of an announcement made yesterday following a meeting of the trunk line Association, an organization of railroad representatives, who met to consider the existing freight congestion about New York.

Where freight so contracted is started from western points the railroads are compelled to hold the same, awaiting the convenience of steamships for its acceptance, declared a statement issued after the meeting.

The railroads feel that unless some relief can be had from these conditions it may be found necessary to embargo shipments consigned for delivery to particular ocean lines where it is known that such lines contract their space an undue period in advance, or where lighters are detained alongside of the ship an unreasonable time.

Embargo has been raised by the Lackawanna on export freight, but restriction has been placed upon domestic or export shipments of automobiles in boxes. The Central Railroad of New Jersey, it was stated at the Trunk Line Association meeting, will now accept any domestic and coastwise traffic except that destined for the Bush docks at Brooklyn. The Baltimore & Ohio Railroad has embargoed shipments of lumber, staves and hay, either for export, coastwise or domestic delivery, while the Lohr Valley Railroad has placed a ban on all freight consigned to Brooklyn piers.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

GERMAN THEATRES TAXED

Amusement Places in Berlin Suburb Must Share Receipts.

Berlin, Jan. 4.—The authorities of Neukölln, one of Berlin's largest suburbs, have decided to impose an amusement tax.

Ten per cent of the receipts of all theatres and similar amusements will be collected.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

Notice of an embargo on all freight consigned to New England points, except livestock, perishable foodstuffs for human consumption and coal, was sent by the Boston & Albany Railroad to its connections at Albany, N. Y., last night. This step was necessary because of the large volume of business diverted to the road through the embargo placed by the New York, New Haven & Hartford Railroad on December 27.

Embargo by the New York Central now covers all carload and less than carload freight consigned or to be re-consigned for export or coastwise shipment, or for delivery by lighterage service at this port. Livestock, fresh and cured meats are the only exceptions.

WORLD COURT, AIM OF BUSINESS MEN

National Referendum Favors International Tribunal to Avert Wars.

ARTILLERY DUEL ON IN THE VOSGES

British Report Success of Small Bombing Attack Against the Foe.

London, Jan. 4.—Only desultory fighting has taken place along the west front during the last twenty-four hours, according to the official communiqué issued in Paris to-day.

The chief activity continues in Belgium, where Paris claims a German battery was put out of action by the combined fire of the Belgians and French. First line trenches near Nampierre, south of the Somme, were also bombarded, while a supply train in the region of Hallu was scattered.

In the Vosges an artillery duel is proceeding with great intensity, but Paris does not intimate in whose favor the results lie.

The British official statement reports a successful bombing attack made by a small body of troops last night, with a heavy bombardment to-day of the enemy lines.

"In Belgium our artillery continued its activity," says the Paris statement. "Its batteries, together with the Belgian artillery, carried out a bombardment which seemed to be effective against a battery of the enemy stationed to the east of St. Georges. To the east of Hoesinghe and in the region of Stenastrot we have successfully shelled groups of the enemy."

"South of the Somme we bombarded the German first line trenches near Nampierre. A supply train which came under our fire in the region of Hallu, south of Chaulnes, was scattered. In Champagne a fresh attack with grenades directed against our positions to the west of Tahure failed."

"In the Vosges there has been an

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

BIG GUNS BREAK WEST FRONT LULL

German Battery Put Out of Action in Belgium, Paris Asserts.

ARTILLERY DUEL ON IN THE VOSGES

British Report Success of Small Bombing Attack Against the Foe.

London, Jan. 4.—Only desultory fighting has taken place along the west front during the last twenty-four hours, according to the official communiqué issued in Paris to-day.

The chief activity continues in Belgium, where Paris claims a German battery was put out of action by the combined fire of the Belgians and French. First line trenches near Nampierre, south of the Somme, were also bombarded, while a supply train in the region of Hallu was scattered.

In the Vosges an artillery duel is proceeding with great intensity, but Paris does not intimate in whose favor the results lie.

The British official statement reports a successful bombing attack made by a small body of troops last night, with a heavy bombardment to-day of the enemy lines.

"In Belgium our artillery continued its activity," says the Paris statement. "Its batteries, together with the Belgian artillery, carried out a bombardment which seemed to be effective against a battery of the enemy stationed to the east of St. Georges. To the east of Hoesinghe and in the region of Stenastrot we have successfully shelled groups of the enemy."

"South of the Somme we bombarded the German first line trenches near Nampierre. A supply train which came under our fire in the region of Hallu, south of Chaulnes, was scattered. In Champagne a fresh attack with grenades directed against our positions to the west of Tahure failed."

"In the Vosges there has been an

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

The following British official statement was given out to-night:

"On the southern part of our front a small party of our troops made a successful bombing attack last night. To-day our artillery effectively bombarded several portions of the enemy's lines. Hostile artillery is active northeast of Loos and east of Ypres."

artillery duel of great intensity in the sector of Hirsztin.

"Last evening our artillery destroyed in the outskirts of Andechy, in the region of Roze, a house which had served as a shelter for machine guns."

THE THOUSAND DOLLAR CAR

1916-\$850

See This Unusual Show Display

It gives you your first opportunity to see and judge a car—not through the eyes of those who made it—but through the experience of those who use it. Hundreds of owners prove beyond a doubt the value of Inter-State power, comfort and luxury. No claims, no pretensions, no experiments—just honest, convincing value testimony.

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.

Inter-State

Take No Chances

Dealers and owners both will find Inter-State cars far above any other car in the market. If you want to know about price, value and actual cost for either the man who buys or sells—see us.